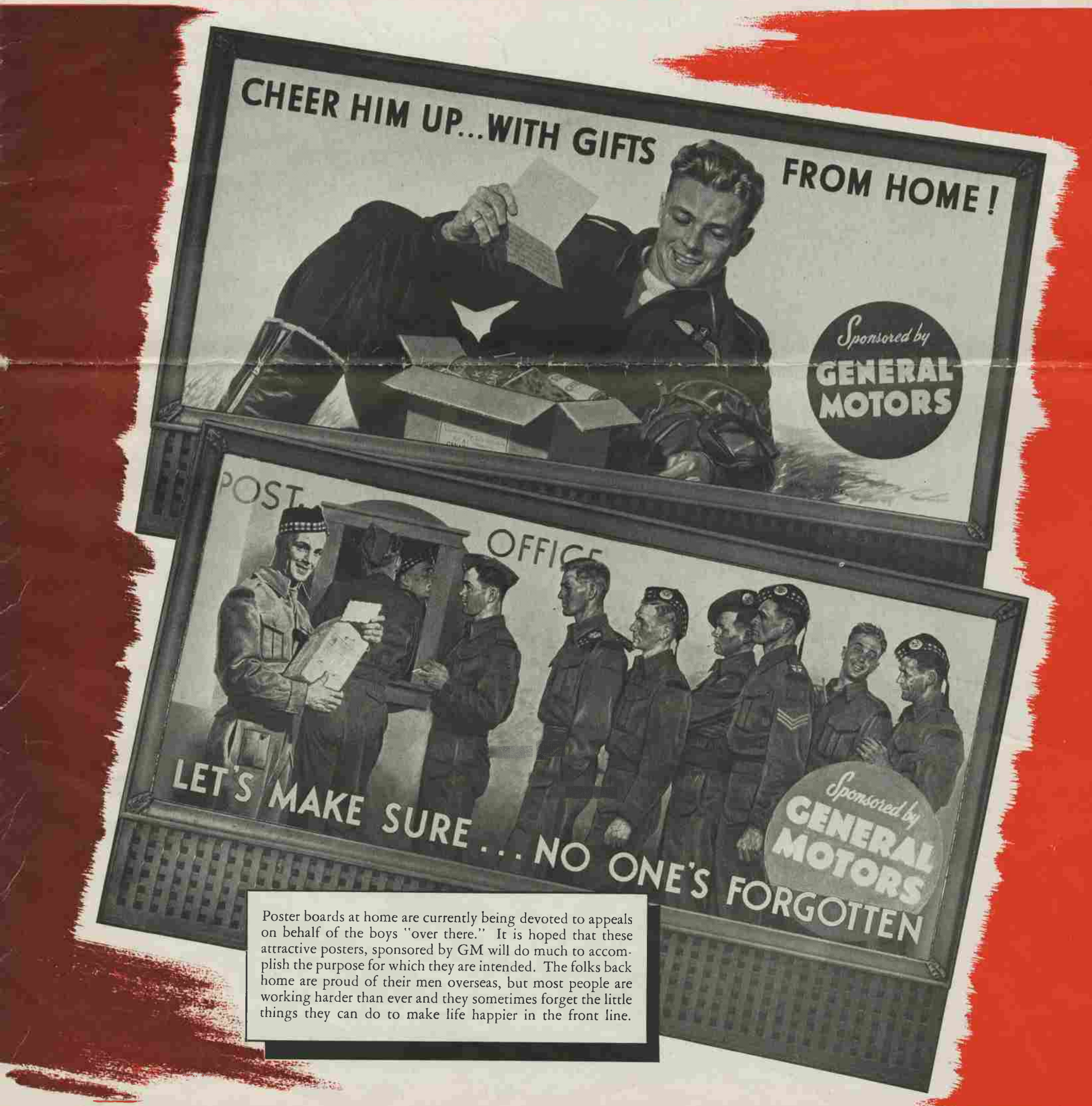
GM GENERAL MOTORS

War-Craftsman


CHEER HIM UP...WITH GIFTS FROM HOME!
Sponsored by GENERAL MOTORS
POST OFFICE
LET'S MAKE SURE... NO ONE'S FORGOTTEN
Sponsored by GENERAL MOTORS

Poster boards at home are currently being devoted to appeals on behalf of the boys "over there." It is hoped that these attractive posters, sponsored by GM will do much to accomplish the purpose for which they are intended. The folks back home are proud of their men overseas, but most people are working harder than ever and they sometimes forget the little things they can do to make life happier in the front line.

SEPTEMBER, 1944
VOL. 3 NO. 9

New GM Built Weapon Now In Action . . . Page 9
Engine Plant Saves Tools of War . . . . . Page 5

HOME CONTACT MEANS A LOT TO BOYS IN UNIFORM

Regards to the GM Gang and Keep 'Em Rolling is the Soldiers' message to the Folks at Home

Scores of letters arrive in Oshawa from G.M. men in the armed forces in Canada and Overseas to the Editor of the "Front Line". Six times a year the "Front Line", which is a condensation of the G.M. "Warcraftsman" in magazine form is sent out to all G.M. Service Men. This enthusiastic response from readers emphasizes the great kick the men all experience when they receive "something from home". A newspaper or magazine is second only to a personal letter from their friends and associates back home.

"I can truthfully say I enjoyed the Front Line very much. It is instructive and very often one sees a letter from an old friend who is serving Overseas and makes one feel very proud to belong to such an organization as General Motors Corporation

Sgt H.V. Brisbin
#75 F.F.S. R.C.A.F.
McLeod, Alberta

Tool & Die,
Oshawa

"When I look back upon the events of the past year and a half it still seems like only a short time has elapsed since I was working in the tool room at Oshawa Plant helping to make the equipment of war. Now it seems that in the not too distant future, I shall be able to use some of the equipment for the direct purpose it was made for. When I received my wings I received a Commission

P/O. M. Matusiak
J 14455 - 1 A.C.T.S.
Maitland N.S.

Tool Room,
Engine Plant,
Walkerville

"I received your parcel and enjoyed it very much. The weather here in Italy has been hard on equipment but we manage to keep them rolling. I hope this is over soon so I can go back to the old job, but until then keep turning them out and we will keep them rolling.

Lounsbury Company,
Newcastle, N.B.

Spr. J.L. Whitney, G.907,
4th C.A.R. (T.R.R.)
C.M.F., C.A.O.

"Was glad to get the Front Line and also news about the gang in the shop. At present I am driving a Chev 8cwt wireless truck and it is the best. I'd like to be remembered to the boys on the old Buick line and in the wheel paint shop. Keep up the good work—

No. 3 Army Line
Oshawa

B14526 Dvr.
TPR. J.L. Cameron
C.A.O.

"I would appreciate receiving a copy of the Front Line—am interested in what is happening back home at General Motors. I have met a number of chaps who worked at G.M., including Pte Ken Day, whom I met yesterday and we had a long talk about old times."

3.142125 Pte W.E. Kent
#7 Can Provost Corps

Welder,
Stamp Plant,
Oshawa

"I follow all the items in the "Front Line" very closely and appreciate receiving it.

At present I am with the first all Canadian unit operating from a base somewhere in France and I must say it's a bit more exciting than working in the old spray booth at the plant in Regina. The boys over here are looking forward to spending our next leave in Paris!"

R 132348 Sgt. Yanko Louis
R.C.A.F. Overseas.

Regina Plant

"All the cigarettes that have been sent to me have been lost and yours were the first to come through so you know how pleased I was to get them. I have been talking to a lot of the boys who used to work in the shop with me and they are all raring to go so that we can all get home and see you very soon. Give my best regards to everyone."

Pte K.H. Brack B.143980
H. & P.E. Regt., C.M.F.
C.A.O.

Truck Department,
Oshawa

"Since I have been in the service, I have met many G.M. men in all branches of the service, many of whom I know very well. One day while I was thumbing a ride I was picked up by an army vehicle of the same type I had helped to produced at the factory."

1.62 H.W. Bruce,
R 285653
R.C.A.F.

No. 3 Army Line,
Oshawa

"Thank you for the Front Line. I like to read of the interesting things that go on at the plant. We have all makes of vehicles, and find the G.M. well up to standard and a lot better than some other makes. Best wishes and luck to General Motors and all its people."

Pte L. Nicholson
B2197 #1 Can Inf W/S
R.C.E. & E. C.A.O.

Truck Line Inspection,
Oshawa

"Just received a pound of tobacco and 300 cigarettes. These two parcels had been out of Italy and back, as they were forwarded to my old address. One parcel had been salvaged from the sea but the contents were okay. Please pass on to all concerned my thanks for sending these gifts. They are really appreciated. Our long period of training is at last showing its good effects, both here and in Italy. The troops are all happy and eager to finish off the job and see the dawn of a sensible world."

Major R. E. Prangley,
O.C. 7 Canadian Field Coy.,
R.C.E., C.A.O.

Salesman,
U.M.S. Div.,
London

"This country is the final proving ground for your products and they feature prominently in the success we are having here. Your craftsmen have good reason to be proud of their work. I am with an American force and I have met many fellows from the G.M. plants in the States. The Front Line keeps me posted on what is going on back home and I often see it in scraps of news about people I know. The boys here are doing their best to see that the end of this war is in the not too distant future and we are all hoping to be home again soon."

Pte. William Fraser
Major Bamford, Staff

Army Truck Line, Oshawa

"We use the Oerlikon gun with G.M. mounts and they really are a lovely sturdy weapon. I would take the navy in preference to shops work any time for it is a wonderful life but I miss home and the sweetest girl in the world who lives in Bowmanville. I miss the old gang too, in the Stamping Plant aircraft... Keeps them rolling till that line back home. You are doing a swell job."

Osmer Bowers, J.L.
Drake Block Dr.
H.M.C.S. Cornwallis
Cornwallis, N.S.

Aircraft Helper,
Oshawa

"I'm over in France now and we are using a lot of your trucks. They are doing a splendid job. I have driven them in England and in Canada, and I hope to be driving one here soon. I give them the highest honours. Tell the boys to keep them rolling this way for me. Send me a copy of the Front Line, now and then and make a soldier very happy.

Frank Young
#302 C.R.B.C., C.A.O.

Insp. Truck Line,
Oshawa

"Your products in this campaign have proven themselves to be of the highest quality. Every day they are bringing an Allied victory just that much closer. I have been in North Africa and now I am in Italy. I can hardly wait for the day of Victory and to be home again."

Pte George Kilpatrick
#15 Canadian General Hospital
C.M.F.

Stock Placer,
Oshawa

SERVICE MEN EXPRESS APPRECIATION FOR PARCELS

GM Folks Send Many Parcels Overseas - 5 Million Cigarettes

Engine Plant Committee Latest To Report Activity Going Very Well; Hold Payday Draw

Into the eager hands of 4,000 GM armed forces men, army postmen have delivered nearly 5,000,000 cigarettes since the war began, from fellow employees of the company back home. Responsibility for shipment has been shared about on a 50-50 basis between the company and employee organizations—the lion's share of the cigarettes going to men overseas. Service men from some departments where a fund was established early have received more than others, but in so far as is humanly possible, no one has been forgotten. In fact the majority of the men received cigarettes and parcels regularly from two or more sources at General Motors. At Christmas, and in some cases oftener, parcels of food and comforts are also mailed to our soldiers, sailors and airmen.

Cards and letters of heartfelt thanks come tumbling over each other into the mail of various committees and the Public Relations Department that looks after the front line activities for the company. "It is really a gratifying job, when you read their letters," a hard working committeeman told the War-Craftsman. Others on the receiving end of these glowing testimonials often express the same sentiment.

In the last five months the number of former West Plant men overseas has increased nearly fifty per cent. This is typical of the increased responsibility of all employee committees and it is hoped that the regular pay day contributions will be increased to meet the need.

The Stamping Plant and Tool and Die Committee at Oshawa, who are the oldest group in this activity, have devised a good way of making life happier for GM service men still in Canada. These men asked that their share of cigarettes be sent to their overseas comrades right from the first. The committee agreed to do this, but decided to send $2.00 books of postage stamps to the group in Canada every few months. Needless to say this move was received with great enthusiasm.

The smokes fund at the Walkerville Engine plant is the latest employee group from whom a report has been received. The first Monday after payday, tickets on the drawing of four War-Savings Certificates are sold at twenty-five cents each. The winners are drawn from the drum by Russ Lawton, blind operator of the plant cafeteria; the prizes being one $10.00 and three $5.00 War Savings Certificates.

Money received is turned over to the Windsor Overseas Smokes fund which supplies cigarettes equally to all enlisted men. Engine Plant employees at Walkerville have turned over to the Smokes Fund the sum of $1,519.00 or 455,700 cigarettes for the boys overseas.

The up and coming B.C. 1 & 4 Fund at Oshawa is now making a regular monthly shipment of over 50,000 cigarettes. Four other employee groups are actively engaged in this fine work.

THE OVERSEAS SMOKES FUND COMMITTEE at the Walkerville Engine Plant are front row, left to right: W. Ringrose, J. Brebner, B. Bartko, M. Tague, J. Gordon, B. Sproule, J. Neill, H. Essery. Back row, left to right: O. Villemere, B. Rippon, R. Newell, E. Morris, A. Elliston, H. Myles, D. Cameron, A. Lafferty, W. Routley.

News and Notes From B.C.I.

Miss Ann Kozak formerly of Department 10, B.C.I., became the bride of Nick Spasuk on August 6th. at the Russian Orthodox Church, Windsor. Following an evening reception, the couple left for a trip through Northern Ontario. Upon leaving B.C.I., Ann was presented with a mantel clock by her fellow employees.

* * *

B.C.I. bids adieu to Mrs. Olive Chesney of the Tabulating Department who leaves us to join her air force husband Ken, at Goderich.

* * *

The office girls of B.C.I. honoured Miss Margaret Chambers before her

(*Continued on page 5, col. 2*)

Roll Call of Honour

WOUNDED

Pte. Frank Goring is in hospital after being wounded in action in France on July 14. Frank worked in Material Handling at Oshawa.

* * *

Pte. Gregory Normoyle, wounded in action in France. Frank worked in the Truck and Commercial division, Oshawa.

* * *

Pte. Donald Henderson, wounded in France. Donald worked in the Head Office at Oshawa.

* * *

Pte. John "Scotty" Reid, July 22, in France. "Scotty" worked in Rods and Tubing, North Plant.

* * *

Pte. Jack Stacey, in Normandy campaign. Before enlisting, Pte. Stacey worked on the Glass Line in the West Plant at Oshawa.

* * *

Pte. Orel Sawyer, in France on July 19th. Before enlisting, Pte. Sawyer worked in the North Plant at Oshawa.

* * *

Rfmn. Bob Mitchell, Parts Department at Oshawa, has been reported wounded in action on August 12th. He left GM in July, 1942, to join the Queen's Own Rifles.

MISSING IN ACTION

Paratrooper "Marty" Reynard, Marty worked in the Rods and Tubing Department, Oshawa.

* * *

Fl/Sgt. Myron Fetchison, after air operations. Myron worked in the Shipping Department at Oshawa.

* * *

F/O David Webster Goodwin, in operations over France. F/O Goodwin was a bookkeeper at the General Motors dealership in Penticton, B.C.

* * *

W/O Tom Price, R.C.A.F. in operations over France. Stock room employee of the Moncton Parts Depot.

July 25/44

B27627 Pte Macauley
88th 2 C B R D 3 Cdn
Can Army C.M.F.

Hello Gang,

Thanks again for the smokes Regular as clockwork come my cigs from you boys. It makes a guy feel good to have known & worked with a swell gang of fellows One more thanks a million

your old pal Ozzie

P.S. Mr. Locke - NOTE Change of address.

Kriegsgefangenenpost

Postkarte

An RETA. Mc RAE

Gebührenfreil

Absenders

Vor- und Zuname: George H. Metcalfe

Gefangenennummer: 31851

Lager-Bezeichnung: 344
M.-Stammlager

Deutschland (Allemagne)

Empfangsort: GENERAL MOTORS. W. PLANT

Straße: OSHAWA. ONTARIO

Land: CANADA

EXAMINED BY D.B/.489

Kriegsgefangenenlager Datum June 4 1944

Dear Reta Mc Rae:- I wish at this time to thank the members of the west plant cigarette fund for the smokes I received a few days ago. I can assure you they were very much appreciated and hope to thank you all personally in the near future Will close now wishing you allevery success. George

EXAMPLES OF APPRECIATION expressed in hundreds of letters and cards from GM men in the armed forces are illustrated by the two shown above. Above is a card fromPte. "Ozzie" McCauley, formerly of the Tool and Die Department in Oshawa. Below is one from George Metcalfe, a prisoner of war in Germany, to the West Plant Committee who were responsible for getting a parcel to him in Germany through the Red Cross.

NEWS FROM GM MEN IN THE ARMED FORCES

Friends Witness Last Rites of GM Airman

Company Represented As Sgt. John Wilson Buried In England

Three former fellow employees of Sgt. John Murray Wilson were present at his funeral service held recently at Blacon Cemetery in Chester, England, when the airman was laid to rest with Military Honours.

John formerly worked in Body Tool and Engineering at Oshawa, his father works on the No. 3 Army Truck Line.

Those attending were P/O Clint G. Hall and P/O Rene Gillette, both of whom are GM employees on leave with the armed forces, and Andy Liske, assistant parts manager attached to General Motors' London office, who attended on behalf of the Company and the airman's fellow employees back home.

Blacon is a "Regional" cemetery for His Majesty's forces, mostly air force men—one of several that have been developed in specially selected localities.

Permission was granted for the airmen to attend as a result of cables from Ira Gillette and Norman Hall, fathers of the two pilot officers, who are GM employees and friends of the Wilson family. A cable to N. H. Daniel, resident GM manager in England, shortly after the Wilson family received word of John's funeral resulted in the presence of Andy Liske at the ceremony.

Flowers were sent on behalf of the Company and Mr. Liske took a picture which will be sent home to the Wilson family. The picture was taken with the attending fellow pilots and the padre, H. L. Bruce Millar of Islington in their positions during the service.

A CAPTURED CROOKED CROSS was recently sent home to Mrs. Betty Shawcross, office staff of R.I.L. by her husband who is with the Regina Rifles Regiment serving in Normandy. Details are lacking concerning the flag's capture, but it is known that Pte. Shawcross captured it himself around the middle of June. The flag is a black swastika in a white circle on a red field.

PILOT OFFICER LIONEL DEMAR received his wings and commission at Fingal, Ontario, on June 16th. Prior to his enlistment he was employed as a draftsman at B.C.I.

British India Soldier Writes In Praise of GM

"Our Old Chevrolet" Pulled Us Out Of Many Bad Spots

In muddy roads and on rocky cart tracks in the far corners of the world, under the pitiless tropical sun, Oshawa-built vehicles are doing their stuff. Some of them come through so gallantly, that their drivers acquire something akin to affection for them. Many a letter has been received telling how "our old Chevrolet" pulled us out of a hole under fire or of other similar adventures. Now comes a testimonial from a Britisher serving with the R.A.F. in India, who is so proud of his 15 cwt. ambulance that he writes to express unbounded appreciation to those who built it.

L.A.C. Cubbison of the 34th Squadron, R.A.F. India, gives some real engineering data on the performance of his truck.

The conditions under which the truck has to operate have been extraordinary. "During the monsoon season," says L.A.C. Cubbison, "the roads are just glorified cart tracks. Two or three feet of loose earth are converted by the monsoon rains into a sea of mud in which trucks often get stalled. At the same time the bullock carts dig the ruts deeper and when the tropical sun dries everything up, the roads are like bomb craters. Sometimes the flood waters are highly impregnated with salt, which is hard on metal and electrical parts.

Considering the strain placed on a truck, Aircraftsman Cubbison could not help but admire the standard of workmanship and construction and he broadcast it to the world in a letter which was generously addressed "General Motors, Limited, Oshawa, Walkerville, Regina, Canada." And the censor let it go.

City of Oshawa Squad Has New Commander

Lloyd Chadburn's Successor, F/L McElroy Won D.F.C. at Malta

WITH THE R.C.A.F. in Normandy—A 23-year-old Canadian fighter ace of Malta has taken command recently of the R.C.A.F. City of Oshawa Spitfire Squadron of the 2nd T.A.F. He is F/L John F. McElroy, D.F.C., Kamloops, B.C.

He succeeds S/L Fred Green, D.F.C., Toronto, who was injured in a crash landing after his aircraft had been hit by flak. S/L Green's injuries were not serious, but will keep him off flying for some time.

McElroy went to Malta in June, 1942. While there he destroyed five enemy aircraft, got 3½ probables, damaged

F/L JOHN F. McELROY, D.F.C.

8, and won the Distinguished Flying Cross. He was shot down twice himself. He returned to Great Britain for instructional duties on completion of a tour of operations and after 10 months went back to Canada on leave.

He arrived in Canada in August and in October, 1943, he married Miss Virginia Gifford, of Danville, Que., whom he met in his training days. He was recalled to England 10 days before Christmas, 1943, and he joined the R.C.A.F. Red Indian Squadron as flight commander.

Since D Day, F/L McElroy has been shot down, for the third time, but escaped injury. He was back in the air right afterwards and has obtained vengeance by destroying two more German aircraft to bring his total to seven.

His position as flight commander in the Red Indian Squadron has been taken by F/L Hank Zary, New York City. The other flight commander in McElroy's former unit is F/L Paul Johnson, Bethel, Conn., which therefore, gives S/L Walter Conrad, D.F.C. the C.O., two Americans as his deputies.

ROLL CALL OF HONOR

KILLED IN ACTION

Sgt./Pilot John Murray Wilson was killed on active service July 20th in England. John left the Body Tool and Engineering Department at GM Oshawa to join the air force in December, 1942.

* * *

F./Sgt. Murray Clement Staples, R.C.A.F., reported missing while on active service, now is presumed dead. Murray was a member of the Calgary zone office staff before his enlistment.

* * *

Gunner John Partridge, killed in action in France on July 25th. Before enlisting in the Royal Canadian Artillery Gunner Partridge was employed in the Shipping Department at Oshawa.

* * *

Sgt. James E. Morrison, R.C.A.F., reported missing while on operational duties, is now for official purposes presumed dead. Sgt. Morrison was employed with the Henry Motors, GM dealers at Fort Frances, Ontario.

* * *

Sgt. William Allan Simonett, R.C.A.F. reported missing some time ago, is now presumed dead. Before his enlistment Sgt. Simonett was a mechanic's apprentice in his father's dealership, Simonett Garage at Parham, Ontario.

* * *

Bombardier "Jimmie" Callaghan, killed in action in Normandy on July 21st. Jimmie was very well known in Oshawa, a member of the Yacht Club and Tennis Club. Prior to enlisting in 1942, he worked in Factory Accounting at G.M. head office.

* * *

Pte. Jerry Kimmerly, killed in action in France on July 25, according to information received by his family. Jerry would have been 21 in September. He was very well known in Oshawa sport circles—keenly interested in baseball and hockey. Jerry worked in Rods and Tubing Department before enlisting in November, 1942.

* * *

Gunner Thomas Sloan, died on July 23 as a result of wounds received while fighting in France. Tommy left the Radiator Room at the Oshawa plant to enlist in an Anti-Tank Battery in February 1943, and proceeded overseas in December 1943. He celebrated his 20th birthday in July.

* * *

Rfmn. Gerald V. Winters, Oshawa Head Office, was killed in action in France. "Jerry" enlisted in 1943, was with the Queen's Own Rifles. He was a King scout and also well known in Oshawa baseball circles.

* * *

Rfmn. Bill Taylor, North Plant Inspection at Oshawa, died of wounds received while fighting in France with the Queen's Own Rifles.

* * *

Ronald B. Guscott, Tool and Die Department at Oshawa, reported seriously wounded in action on or about August 15th, died of his wounds later. He left GM in November, 1942, to join the Governor General's Foot Guards.

Quick Clear Reporting Real Help To Safety

By Bill Fitches

When an accident happens in the plant, there is always a degree of confusion in accordance with the seriousness of the case. Everybody likes to do something to help, because they really feel sorry for the victim. This is certainly praiseworthy, but too much helpfulness can sometimes hinder rather than serve the cause of accident prevention.

It is necessary, above all, for your safety department to get a clear, rational account of any accident into the hands of the proper authorities—and quickly. This starts the wheels turning at the office of the Workmen's Compensation Board that is responsible for making a fair settlement. The Board must have a clear picture of what happens in order to deal fairly with the injured man or woman. And they must have it soon, because delay not only confuses the picture but it means more hardship for the workman and his family.

Often from the story of witnesses we get the idea that there must have been more than one accident. Different versions of how one accident occurred makes it very difficult to properly decide just what did happen. If you did not actually witness an accident, please don't attempt to tell about it. If you did, it is important that you sit down immediately and write out the facts while they are fresh in your mind. When a name is given as a witness to the Compensation Board, it is important that the witness answer the Board's correspondence promptly. This also applies to the injured workman who may be requested to furnish additional information. Negligence in this regard has been the cause of much delay in having claims settled.

The employee is requested to report all injuries, no matter how slight, to the first aid attendant. It is also part of the foreman's job to give detailed reports of all accidents. Do not move an injured employee without the consent of the first aid attendant. The foreman should also be notified immediately.

When an accident occurs, employees are asked to call the first aid attendant, if the injured workman is unable to do so himself.

Witnesses of the accident should be prepared to state clearly what happened at the very first opportunity to the foreman and the safety inspector. In this way employees can contribute a great deal to the working out of a solution that will prevent a recurrence of similar accidents.

If there is anything further which you do not understand about reporting accidents, your foreman or the medical clerk will be more than anxious to give you any information you wish.

News and Notes from B.C.I.

(*Continued from page 3*)

recent marriage at a shower at the home of Miss Jean MacKay. Margaret was presented with a silver cream and sugar with matching tray.

* * *

To honour Miss Margaret Henry before her recent wedding, her co-workers presented her with a silver cream and sugar set with matching tray.

PRISONER OF WAR

LAC Bernard R. Hornung, formerly of Regina Industries is a prisoner of war in Germany.

* * *

Cpl. Douglas G. Howie, Radiator Department at Oshawa, who was previously reported missing, is now stated to be a prisoner of war.

the LIGHTER SIDE by WALT DITZEN
I'M GONNA MAKE A DATE WITH THE NURSE.
YOU SAID IT, SPORT!
LONG TIME NO SEE!
Wear Those Goggles!
WE CAN'T WIN, IF SOMEONE'S ALWAYS MISSING!
STAY ON THE JOB WORK SAFELY!
DID SOMEONE SAY IT'D TAKE ONE MORE JERK?
BE CAREFUL OFF THE JOB, TOO!
V GARDEN
From National Safety News
Published by
The National Safety Council

Know Your Plant . . .

NO. 10 OF A SERIES
ENGINE PLANT TOOL SALVAGE

Engine Plant Tool Salvage Speeds GM War Production

The average man on the street used to think of a machine tool as just an extra fancy monkey wrench. But since war began, machine tools have played such an important part on the production front that most people now know more about them and their function in industry.

With so many new designs and heavier metals to work with, the machine tool industry was put under a very heavy strain in the early stages of the war. As with other production problems, men in industry applied their skills to overcome the problem of a shrinking tool supply.

FRED STEVENS of the Engine Plant Tool Salvage Department nitrating high speed tools to increase their period of usefulness.

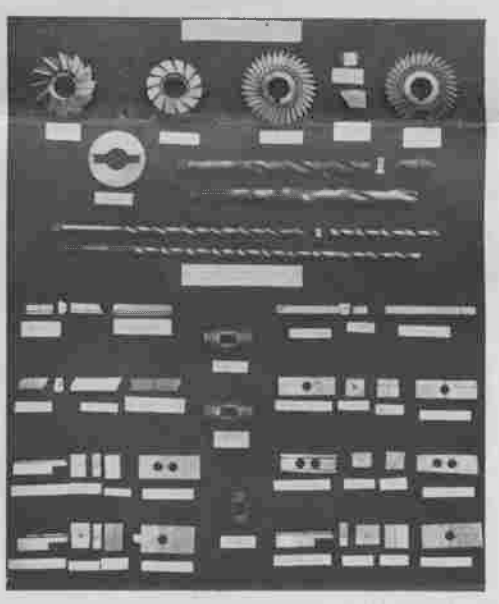
CONSIDERING THE TIME it takes to get instruments of any kind repaired these days, this part of tool salvage work is very important. Here Fred Stevens is shown repairing indicators.

At the Walkerville Engine plant there was a typical case of using the much advertised principle of "use it up" and "make it do." A committee of three members, the supervisor of the tool room, Robert Bell; the foreman of the tool grinding department, Jack Johnston; and general stores supervisor "Hap" Hodgins were appointed to find ways and means of salvaging worn and broken tools. Other men of the department are shown in pictures on this page; John Morilla being the only exception. The results of this committee's activities and the work of these men in the tool salvaging department have been spectacular.

Savings that run into six figures have been effected through work this department has already accomplished. For instance, over 2/3 of the high speed tools used in the Engine Plant's machine operations used to be scrapped. Now a high speed tip is used on a mild steel shank and there is little if any necessity to scrap these tools. This work saves critical material, eliminates the cost of special metals and the time involved in securing machine tools from outside sources.

Other savings effected by mounting carbides on soft steel shanks, chrome plating and nitrating different tools and bearing surfaces. Before the new salvage department was created under-sized cam shafts and crank shaft ends had to be discarded. Now, these are dipped in nitrate baths or chrome plated and brought up to size at a very small cost, with the consequent saving of much valuable time and material.

FRANK METCALF of the Tool Salvage Department saving time and material by braising tungsten carbon tips on mild steel shafts.



DEMONSTRATION THE VALUE of the tool salvage job, this special board has been set up at the Walkerville Engine Plant, showing repaired cutters and broken sections, new drills made out of old pieces and high speed cutting tips.

This department also repairs instruments of all sorts. Indicators and gauges which formerly were sent out of the plant are now repaired on the spot. Only unuseable instruments are discarded and the majority are put back into service much sooner.

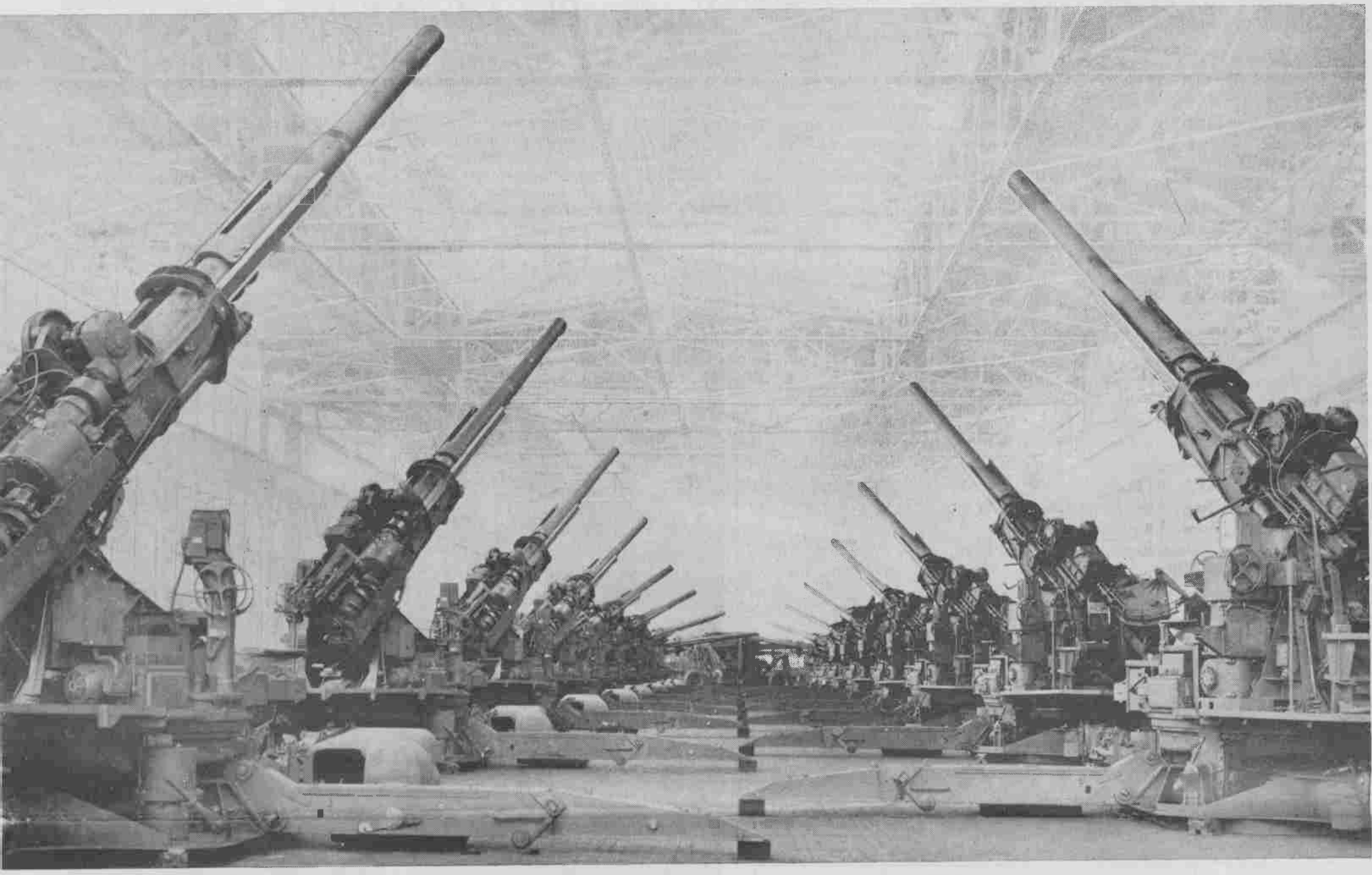
Actually a machine tool is just a hard cutting or grinding surface on the end of a shaft or edge of a grinding wheel. The tool is made of specially hardened metals selected for different jobs according to the toughness of the metal which is being machined. They are used to grind or shave original castings where these parts are to come in contact with other parts of a finished product.

Nineteenth century craftsmen using hand tools would sometimes take days and weeks to smooth out at single contact point or bearing. But modern tools set in power driven machinery will grind several different surfaces on a casting in one operation.

The modern craftsman simply sets up his tools in a machine, fixes the rough metal in the right place, presses a button, waits for a moment and out comes the finished article with bearings all smoothed within thousandths of an inch.

Every Accident is a Direct Hit For The Enemy - Keep Safe

Ack Ack from NEW GUN BY FISHER COVERS STRATOSPHERE.



READY TO SPELL DEATH IN THE SKIES—Huge 4.7 anti-aircraft guns, the Army's new and powerful "stratosphere" weapons, are shown above in the final assembly area of the Grand Rapids Stamping Division of Fisher Body, prior to shipping.

NEW FISHER GUN SHOOTS ELEVEN MILES STRAIGHT UP

CAPABLE of spreading death higher than any of today's airplanes can fly, a new 4.7 inch rapid-fire stratosphere gun is in mass production at Grand Rapids Stamping Plant of Fisher Body Division.

The gun can shoot eleven miles straight up, or more than four miles into the stratosphere, the U.S. Army reports following tests. In addition, the gun can be lowered for a flat trajectory against ground targets. Although weighing more than 60,000 pounds when fully assembled, the 120 mm. weapon is mobile and can be transported rapidly.

As exhibited publicly recently in Washington, the gun featured an automatic loader and rammer, designed and developed by Fisher engineers, which permits a high rate of fire.

In disclosing production of the gun, Fisher executives paid tribute to Army engineers who developed the weapon. The job of tooling, they said, required starting from scratch and designing every tool, jig, machine and fixture used in production.

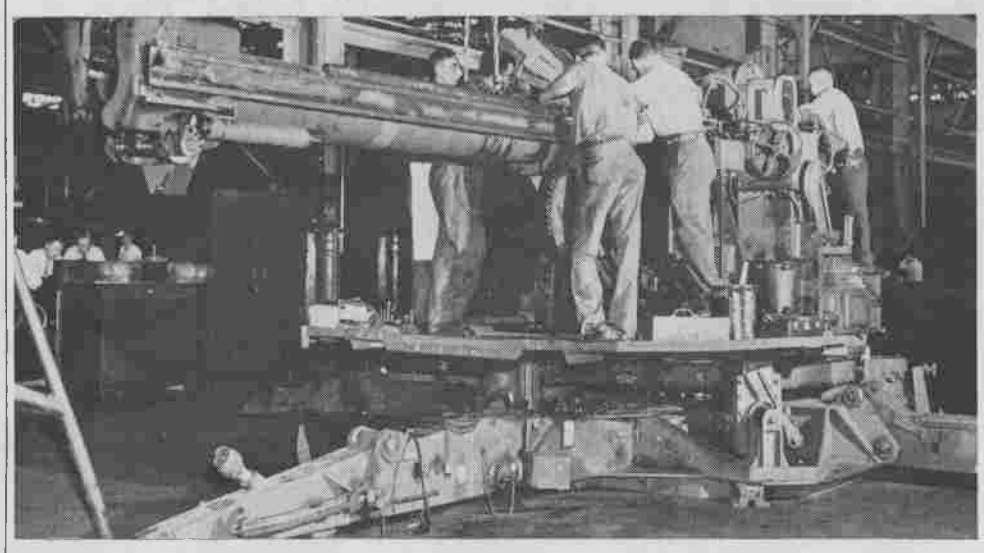
A Fisher-designed automatic loader and rammer permits a high rate of firing, it was disclosed. An integral part of the loading unit is an automatic fuse setter, which also can be operated by remote control.

The ammunition is of the semi-fixed or two-piece type with the powder charge packed in a brass casing separate from the projectile.

Compared with any anti-aircraft rifles produced in Canada, these Fisher products are of course, much larger. The nearest approach to the 4.7 built in Canada is the 3.7 gun, of which a large number have been turned out here.

Among the smaller anti-aircraft weapons, is the Oerlikon 20 mm. for which General Motors of Canada has produced thousands of single and twin mountings. Compare the giants above with the tiny twin Oerlikon on the H.M.C.S. "Oshawa" on the opposite page.

THE U. S. ARMY'S NEWEST is shown being built at one of the plants of the Fisher Body Division of General Motors.



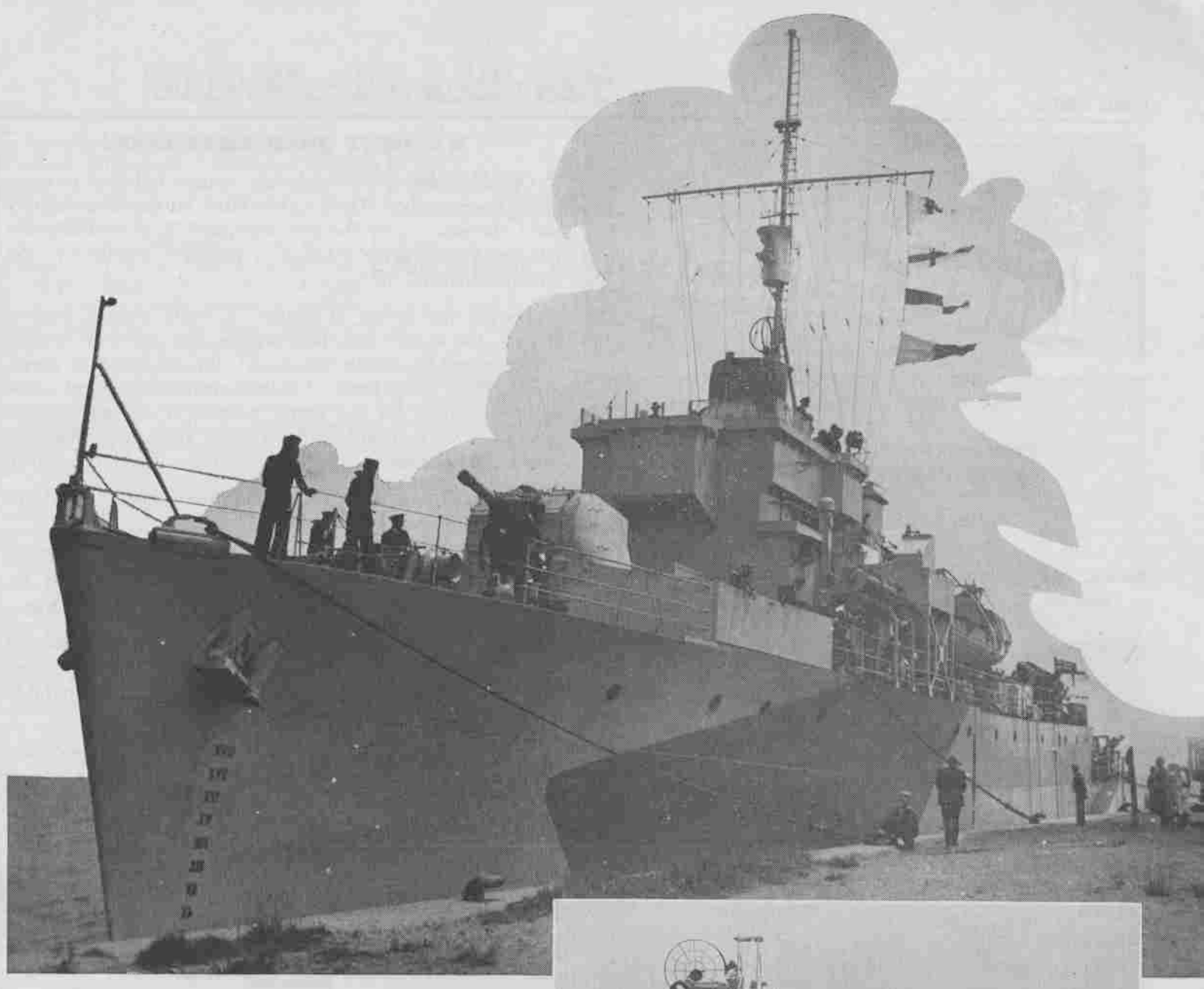
GETTING DRESSED FOR ACTION—Workmen are shown in one of the plants of the Fisher Body Division of General Motors, as they placed the tube of a 4.7 anti-aircraft weapon, the Army's newest, into its mount.

LAVA CLOUD seen by GM Service Representative Eric Thompson and George Jarvis found it necessary to detour hundreds of miles in getting to and from their headquarters at Naples for days after the Vesuvius eruption, which is shown here.

WHAT IS LEFT of an Italian House after the passage of a lava flow set loose by the recent eruption of Mount Vesuvius. Note the blurred section of the picture caused by heat waves still coming from the molten flow.

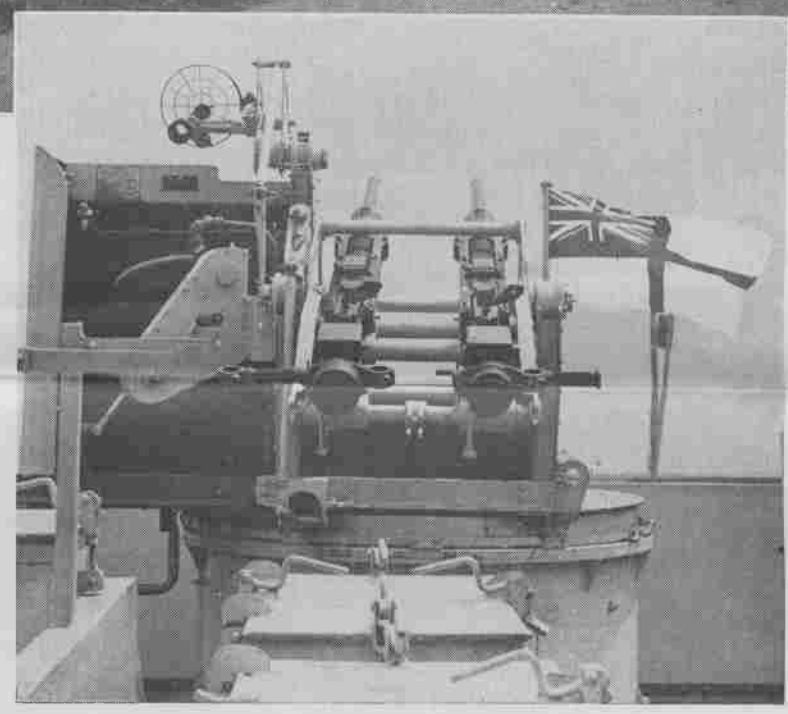
THE CRUST OF THE FLOW was solidified in a few days, so that people could walk on the surface without scorching their feet. George Jarvis (left) GM parts representative with the Mediterranean forces supplied the "War-Craftsman" with these pictures from Italy.

THE FOUR FREEDOMS are engraved on the back of this 10-lire note, issued by the Allied military authorities to the troops in newly occupied territory. Italians value this currency even higher than their own coin and paper money which is also in circulation throughout the country.



H.M.C.S. "Oshawa"

For those in peril on the seas aboard the H.M.C.S. "Oshawa" a prayer was said by Rev. John Marshall, Chairman of the Oshawa Ministerial Association during the brief dedication ceremony held in Oshawa when the adopted ship visited the harbor last month. Oshawa people by the hundreds, many of whom had contributed to a Citizen's Fund which provided comforts and special equipment for the crew, were on hand to inspect the ship. The above picture shows the "Oshawa" lying at anchor off the dock in Oshawa harbour. At the right are twin Oerlikon anti-aircraft guns, with their power-driven GM built mount. GM folks in Oshawa and Regina have produced large numbers of these power-operated mounts for the United Kingdom and Canadian navies.



GM Parts Service Men Return From Italy

Jarvis, Thompson Say GM Equipment Among The Best

Two GM representatives returned from their assignments in the Mediterranean zone this month—Eric Thompson, service engineer and George Jarvis, parts representative, who have spent the last two years with the United Kingdom forces in North Africa, Sicily and Italy.

When asked for an estimate of how GM equipment stood up by comparison with other war equipment in the campaigns he followed, Thompson said: "It is pretty hard to make a comparison because vehicles of different makes are used for different purposes and the army tries to pick the best equipment for whatever job is in the mind of the high command. Naturally, we as General Motors representatives are prejudiced in favour of our own stuff, but I can say that we never had occasion to feel ashamed of the products turned out by workmen in our Canadian plants. In fact we saw a good deal of equipment that had passed through the rigours of war all the way from El Alamein to Rome and was still going strong."

George Jarvis said the striking difference between Canadian and European equipment was the much greater simplicity in the construction of our material and the comparative ease with which our reconnaissance cars and other vehicles could be repaired. Both men paid high tribute to the British army rank and file with whom they had to deal. "They were swell fellows, doing a swell job and GM folks can be proud to back up such men."

Jarvis and Thompson were quartered in Naples during the recent eruption of the Mount Vesuvius volcano. Small lava particles rained on the area to a depth of three feet, and many of the roofs collapsed. Others were saved only when householders got busy with a shovel. The weight of lava would be equal to nine inches of snow. Traffic was forced to detour for miles around the region and during the height of the explosion smoky clouds darkened the whole country as far as the other side of the Italian peninsula. One day Jarvis and a British officer drove through a combination lava and snow storm on the way back to Naples, which at high noon made visibility as poor as in a storm at night.

Thompson and Jarvis were able to visit historic sights around the Mediterranean during their spare time (see pictures on page 7) and both were glad to have had the experience, but they say there is no place like home no matter what anybody tells you.

Tells of Buzz Bombs Near GM London Office

Tribute To British People Paid By Bill Little; Just Back

"Norm. Daniels, Roy Tutt and I were walking along lower Regent St. when a buzz bomb landed on the roof of the Regent Palace Hotel, close by," said Bill Little, just returned ten days ago from two years in England as GM Parts Manager. "The 'things' explode on impact, instead of digging in as the blitz bombs did, and the percussion can only be imagined, if you haven't had the experience. The Regent Palace is just off Piccadilly Circus, which is the centre of London's business district. A moment after this buzz bomb hit, we were walking ankle

(*Continued on page 9, col. 1*)

VOLUME 3 OSHAWA, SEPTEMBER, 1944 NUMBER 9

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• Editorials •

DANGER AS VICTORY NEARS

Every big game hunter knows that he can't afford to fool around with a wounded beast. Both the Nazis, whose lair is Berlin and the Samurai, whose claws have ruled Japan for a century, are mortally wounded. Our forces of liberation are now hunting them down in their retreat from fiendish glory, hoping to strike the last blow this year in Germany and next in Japan.

The powers of evil are never beaten until the last shot is fired in the cause of justice. If we let down our fighting men through complacency and a false sense of security, anything can still happen.

Everyone knows that more powerful and devastating weapons might still be used with alarming consequences to the balance of fighting power. Continued all-out production by everyone engaged in war work is the only safe course to insure that we shall not be caught unprepared, if the wounded beast should strike hard in his dying rage.

THE NAME PLEASE

An SOS is being sent out by the "WARCRAFTSMAN" office for any and all news of our men and women in the various branches of the armed forces. With the casualty lists mounting daily, it is necessary that we keep an accurate check on those killed, wounded or missing in action. We can do so only if we receive the co-operation of everyone in possession of such information.

News about GM Honour Roll men who worked in dealerships across Canada before joining the forces is particularly hard to get. If dealers would drop a line to the "WARCRAFTSMAN" office or advise the next GM representative who calls on them we shall be very grateful for information concerning any change of address or casualties effecting former members of their staff.

Employees in Walkerville and Regina should contact their local editor, whose name is listed on this page.

How about it? Can we have your help?

The "WARCRAFTSMAN" office can be contacted through regular mail, inter-department mail or telephone Local 797.

THERE OUGHT TO BE A MEDAL

We think there ought to be some kind of medal or certificate of recognition for a fine group of employees who have served "with distinction and diligence" on the many plant cigarette funds that have flourished during the war. These men and women would veto such a proposal but they certainly deserve great praise, at least in words from their fellow employees. They all say that the men overseas who have gratefully acknowledged the gifts have repaid them many times over.

True, the greatest reward is in the knowledge of a job well done. Other employees will surely wish to show their appreciation to these leaders in good works by helping in every way they can.

While we are striking up medals, let's not forget one for GM blood donors who have kept their dates with wounded soldiers, despite vacation and the summer lethargy. The volunteer staff of Red Cross workers are also entitled to commendation for sticking at their posts while others can run for cover in some cool, comfortable spot.

WE MUST HOLD THAT LINE!

On the home front the battle against inflation is being waged unceasingly. The winning of this battle will materially assist the winning of the war and more than anything else will contribute to the solution of post-war problems in the worker's financial life.

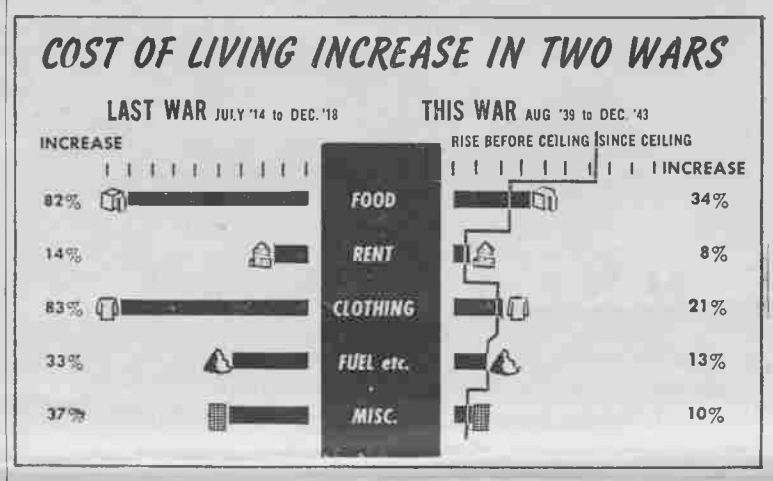
During the period of conflict in every war in modern history, the strains and pressures on our economic system have resulted in steadily rising costs for our everyday necessities. Fuel, rent, food, clothing, medical care and other services account for the major portion of our pay and in order that we may not be deprived of these, thus reducing our standard of living, the cost of living must be controlled.

The most important of these interdependant controls, undreamed of in peacetime are:

(1) Price Control (2) Wage and Salary Control (3) Heavy Taxation (4) Control of Distribution of Materials (5) Increased Savings Through Victory Loans, War Savings, Etc.

On the effectiveness of these controls depends the success of the entire home-front war programme. In similar fashion the economic interests of every one of us are inseparably intertwined.

Victory on the military and home fronts demands the united efforts of all groups and their joint acceptance of responsibility in the improvement of the common good life.



Our government authorities, looking forward to the 7th Victory Loan Campaign, hope that its successful conclusion will win another battle in the dual conflict against the hated "Axis" and the equally dangerous injustices of inflation. "Plan to put the plentiful wartime savings dollars where they will fight, will stabilize living conditions, and will be ready for long waited home necessities available in the coming years," is their slogan.

JEEP GETS A CHILL

People in the motor car industry both here and across the line have been considering the post war production of the war-publicized jeep and what effect this may have on jobs in the older companies.

Well informed opinion seems to be that the jeep's selling fields are perhaps narrower than expected according to a recent article in "Business Week."

The author points to the failures of Bantam and Crosley to sell a low price lightweight car to a comfort-loving people. Not only is a probable market missing but experts point to a lack of trained dealer and sales organizations as a big handicap that prospective jeep builders would have to overcome.

They'll Do It Every Time
By Jimmy Hatlo
"AND FOR THE BEST SUGGESTION OF THE MONTH, THIS $50 WAR BOND GOES TO JASPER NOODLE HIS IDEA OF DIPPING RIVET HEADS IN LUMINOUS PAINT FOR WORK IN DARK CORNERS WILL STEP UP PRODUCTION BY 20%
AW, HORSE COLLAR! WHAT'S SO GOOD ABOUT THAT? I THOUGHTA THAT IDEAR A HUNNERT TIMES--ONLY I DIDN'T SAY NOTHIN'!
LISTEN TO THE ANVIL CHORUS. AN IDEA COULDN'T GET INTO ANY OF THEIR THICK SKULLS, IF IT WANTED TO...
SURE-SURE-I HAD THE SAME IDEA 6 MONTHS AGO HE STOLE IT HE MUST'VE HEARD ME TALKIN' ABOUT IT!
50 BUCKS FOR THAT? WHY, ONLY LAST WEEK I SAYS TO THE FOREMAN 'LOOK, JOE WHY DON'T WE PUT LUMINUM PAINT ON THE RIVETS"
THE REAL WINNING SUGGESTION WOULD BE THAT THOSE 3 WORK SOMEWHERE ELSE
MAYBE SO, BOYS, BUT THEY DON'T PAY OFF ON THOUGHTS YOU KEEP TO YOURSELF
Thanx To GLENN ADAMS, MISHAWAKA, IND

GEMS OF HUMOR

Doctor: The thing for you to do is to stop thinking about yourself—to bury yourself in your work.
Patient: Gosh, and me a concrete mixer!

* * *

Visitor: Don't you cut yourself pretty often with this straight edge razor?
Mountaineer: Naw. I've been shavin' nigh on to five years now and I ain't cut myself neither time.

* * *

Man instructor (to new girl): "I'm putting this rivet in the correct position: when I nod my head hit it real hard with your hammer."
Next morning he woke up in a hospital.

* * *

Miss Green: I know he's rich, but isn't he too old to be considered eligible?
Mrs. Brown: My dear, he's too eligible to be considered old.

* * *

"What's the idea of the Smiths taking French lessons?"
"They've adopted a French baby and they want to understand what it says when it begins talking."

* * *

Lady (interviewing new maid): And now, Nora, are you efficient?
Nora: Indade, that I am, mum. In my last place, ivery mornin' I got up at four, put me kettle on to bile, prepared the breakfast and made all the beds before inyone was up.

* * *

Young Wife: Now, Bill, I want you to see the minister about having the baby christened.
Shipyard Worker Husband: Do ya mean you're gonna let someone hit that little thing over the head with a bottle?

* * *

"What's the difference between the Eskimos at the North Pole and the Eskimos at the South Pole?"
"At the North Pole they say 'glug, glug' and at the South Pole they say 'glug, glug, you-all."

* * *

Slow Waiter: Anything else, sir?
Diner: Yes, bring me coffee and while you're away you might send me a postcard now and then.

* * *

A Yank playing poker with several English chaps picked up his cards and found four aces. Someone had just bet a pound, to which the Yank added: "I don't know how you count your money, but I'll just raise ya a ton."

* * *

Tattered and bandaged, he was applying for a separation order.
"My wife ain't safe, sir" he pleaded.
"She's been throwing things at me ever since we got married."
"And only now, after twenty years, are you seeking the court's protection?" said the magistrate skeptically.
"Well, sir, her aim's getting better."

* * *

"How did you cure your husband from staying late at the club?"
"When he came in late one night, I called out, 'Is that you, Jim?' and my husband's name is Frank."

* * *

Lady: Did you notice that pile of wood in the yard?
Tramp: Yes, lady, I seen it.
Lady: You should mind your grammar and say you saw it.
Tramp: Lady, you saw me see it, but you ain't seen me see saw it.

* * *

Customer: A dozen eggs, please.
Grocer: We have first grade eggs, second grade eggs, third grade—
Customer: Don't bother any further. Just let me have some that have graduated.

* * *

If you tell a man there are 276,679,854,638 stars in the universe, he'll believe you, but if a sign says "Fresh Paint", he has to make a personal investigation.

* * *

"Nearly a generation ago my head was grazed at the second battle of Ypres."
The little fellow looked thoughtfully at the old man's head and said:
"There isn't much grazing there now, is there, grandpa?"

* * *

The city youngster was roaming around in the country when he came across a bunch of empty condensed milk cans. Greatly excited he yelled to his companions:
"Hey, guys, come here quick! I've found a cow's nest."

* * *

A doctor attended an old lady who had caught a severe cold.
"Did your teeth chatter when you felt the chill coming over you?" asked the doctor.
"I don't know, doctor, they were lying on the table."

TANKBUSTER WITH GM BUILT HULLS IN ACTION

Nicknamed "The Sexton" After Campaigns In Normandy and Southern France - "Can Rightly Take Pride" Says Munitions Minister Howe

(*Special to the War-Craftsman*)

OTTAWA:—The lid is finally off the close censorship maintained by the government about the "Tankbuster" now known as the "Sexton",—hulls for which have been in production for some time in the north plant at Oshawa.

"Canada has designed and produced a powerful new weapon of war— a 25-pounder full-tracked, self-propelled gun mount known as the "Sexton"—which already is displaying its power in France," Munitions Minister Howe announced recently.

Built only in Canada, this new weapon already has been made in sufficient quantities to supply the Canadian Army, and now is being made for the British Army, he said. It has been in action in Normandy and perhaps in the new invasion in Southern France.

The Sexton travels on tracks, serves as an artillery unit in armored formations and also is used as a tank buster.

A modification of the Canadian-designed Ram tank, it actually is a turretless tank carrying the deadly 25-pounder gun. It has the same speed and manoeuverability as the fastest Allied tanks and fires with great effect at high speed and long range.

The gun for the new mount is virtually the same as the 25-pounder which stopped Rommel at El Alamein and has been used with great effectiveness in all subsequent British and Canadian engagements. On the Sexton mounting, the mobility and usefulness of the 25-pounder have been more than trebled.

Operated as a single unit, it dispenses with the standard artillery tractor and trailer, and carries within itself its crew of six and its ammunition. Its great speed and climbing power are supplied by an air-cooled aviation engine situated at the rear. Its gun fires from a frontal position, can be elevated 40 degrees and depressed nine degrees below the horizontal.

This "blitz mount" is open topped and provides armour protection for the crew to approximately shoulder height all around, with higher and heavier shielding in front. Equipment for the crew includes machine guns which can be fired free or from mountings, as well as sub-machine guns and rifles.

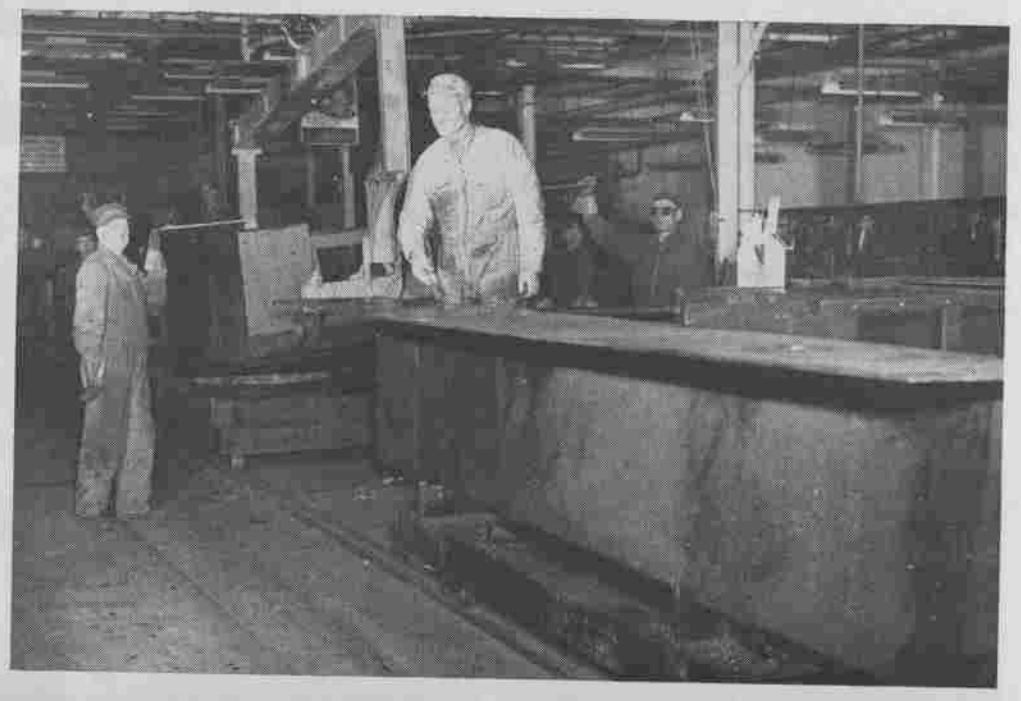
Each vehicle is fitted out with wireless equipment permitting the crew to talk to each other, to crews in other armoured vehicles, to headquarters and to distant establishments.

Mr. Howe said in his announcement that Canada could "rightly take pride in the inventiveness of her engineers and skill of her workers in turning out this Canadian weapon."

Before undertaking this contract, the arsenal delivered 1,940 Ram medium cruiser tanks, as well as a number of Grissly M4-A1 tanks, the Canadian version of the United States Sherman, and a few other types of tracked vehicles.

The Canadian Ram from which the Sexton was developed, was designed by Canadian engineers. Manufactured from the spring of 1941 until the summuer of 1943, the Ram incorporated the best features of British and American medium cruiser tanks, plus several purely Canadian innovations, including the one-piece cast-armour upper hull. The General Motors tank line was originally set up to build hulls for the famous Ram tank.

LONG ON THE SECRET LIST, a powerful new weapon, "The Sexton", 25-pound, full track, self-propelled mount, has now been revealed as participating in second front operations. Hulls for this tank-buster have been in production at Oshawa for many months.



THE FINAL TOUCHES to complete the "tank buster" hull. Top exposures are touched up with a rust preventative and the job welded in possible weak spots. Then a fixture, shown left above, revolves the hull which is completed on the bottom side just before they roll off the line. Employees in the foreground, left to right are: Art Doran, William Semko, and Konstanly Bednarek. Other employees in the background are Charlie Clothier, Vincent Kolodziey, Fred Hughes and Albert Dodwell.

Tells Of Buzz Bombs Near GM London Office

(*Continued from page 7*)

deep in glass that had been blown out of plate glass and other windows on the business street. A London paper told a story concerning this incident, which we did not verify, but can well believe, in the light of our experience of the English people and the way they are taking even this latest evidence of the Nazis' indiscriminate brutality.

"Of course people queue up for everything in England and there was a large queue waiting for a bus in Piccadilly. When the buzz bomb hit, the waiting passengers were blown every which way, but none of them were seriously hurt. The paper's reporter must have been in the line up. He said, 'People just picked themselves up as if nothing at all had happened and he heard one woman say to another, "Excuse me, mum, but I think I was ahead of you in the line up." '

"This is only an example of the bull dog determination you observe everywhere in England—not to let anything upset their insistence that war shall be ended once and for all.

"Nothing too fine can be said about the English people generally," according to Bill. "Of course I am overjoyed to be home, but looking back it will always be an experience which I should not have wanted to miss. The British people are full of praise about Canada's part in the war. Above all for our soldiers and airmen who went over and fought and some of whom died in defence of our common principles. The old motherland and colonial thinking has gone, to be replaced by a feeling of kinship among equal partners.

"The co-operation we received under difficult circumstances from all ranks of the British army and people, was an example of courtesy which is beyond praise.

"The quality and quantity of GM equipment in England has been a subject of much praise from both army and civilians. And those of us who have had a chance to observe it beside other equipment of all types, cannot help but feel proud that in our own home town of Oshawa this equipment has been turned out day and night."

Bill Little, though still a young man, is a GM veteran of 20 years' experience in parts and service work. He went to England in November, 1942. He is not quite sure of his present plans, but he will be taking a much needed vacation—his first since he left for England, and expects to return to domestic parts and service work.

G.M. OLD TYMERS HONOUR ROLL

This is the fourth and concluding list of General Motors employees who are known to have completed 25 years of service with the Company. This list is intended to include only those who were originally hired in the months of July, August and September. Some who have completed 30, 35 or more years during this period are also shown in this list.

The Employment Office and the War-Craftsman have done their best to make sure that every employee who has passed the quarter century mark with the Company should be honoured—at least as much as this recognition can do. Naturally some names have been missed and employees have been quite co-operative in advising us of others who should have been included in the lists. If you know of any employee who has 25 year's continuous service to his or her credit with the Company, and whose name has not been published in one of these lists, would you please call the War-Craftsman office, local 797 or the Industrial Relations Department. After a check with the records, all names will be published in the War-Craftsman.

As time goes on more employees will pass their 25th anniversary mark. The War-Craftsman will try to keep up to date with the records on these people, but it would be a great help if employees would assist us by writing or phoning the information direct.

57 years

R. S. McLaughlin

35 to 40 years

L. A. Brockman
D. Meech
Walter Daniels
Reginald J. Fair

30 to 35 years

N. L. Mutton
A. W. Meredith
Clarence Sadler
Alvin J. Hicks
Stanley Gibbs
Vernon O. Whiteley
D. G. Blair
J. A. Lane
William J. Drinkle

25 to 30 years

Ralph R. Braund
Alfred Irish
Clarence A. Wright
Delbert M. Gibson
Henry K. Foote
Thomas Watts
Edward Brown
Arnold A. Larmer
Leo H. Gray
L. G. Walker
Thomas Rogers
J. B. Feasby
C. E. Young
George Kinsman
John S. Hawkshaw
Frederick R. Lowe
Joseph St. Pierre
Arthur F. W. Beevor
James Riggs
Charles V. Tucker
Arthur E. Flinders
Emery J. Silver
Frank Hall
William J. McLarty
Harold E. Pierson
Mae Harper

Wedding Bells

MR. AND MRS. HARVEY J. WEILER. Harvey works in Merchandising and Training Department at Oshawa. The bride is the former Helvi Kansikas of Oshawa.

BERNADETTE LeBLANC of Tecumseh and Alfred Gilchrist, employed in the Sales Accounting Department at B.C.I. were married at St. Anne's Church, Tecumseh, on June 24th.

STAFF SERGEANT FRED O'DELL AND MRS. O'DELL of Whitby. Mrs. O'Dell is the former Catherine Irish of the Oshawa Purchasing department at General Motors. The bridesmaid is sister of the bride and the best man is Max Bush, also of the Purchasing Department.

(1) shows Mr. and Mrs. Dyson Brooks. "Dys" works in the War Training and Products Service department at Oshawa and his bride was formerly Miss Jean Callaghan of Oshawa (2) Lieut. and Mrs. R. H. Johnson and their attendants following their marriage in Brockville recently. The bride was Gladys Mary Orange of Brockville. Bob used to work in Parts and Service Merchandising department before enlisting. (3) Mr. and Mrs. Bob Mills. The bride, Pauline Kane worked in Aircraft Purchasing and Bob works in one of the Stock rooms at GM. (4) Mr. and Mrs. Don Daniels were married on June 30th. The bride is Lena Gummow of the Accounting Department and Don works in the Tool and Die Department at Oshawa.

MAJOR AND MRS. PAUL INGRAM. Paul, a well known and well liked member of the Oshawa Sales Department has been in England for some time now. As so many other Canadian boys, he's been nabbed by an English gal, and they make a very attractive team.

MIDST A SHOWER OF CHAMPAGNE, Mary (My Heart Belongs to Daddy) Martin, christens the 2,500th Wildcat fighter plane built at the Eastern Aircraft Division of General Motors, Linden, New Jersey. The beautiful stage and screen star completely captivated her audience of 10,000 workers watching the christening ceremony, and sang several of her well known songs.

A law against obtaining husbands under false pretences which was passed by the English Parliament in 1770 enacts: "That all women of whatever age, rank, profession or degree, who shall after this act, impose upon, or seduce and betray into matrimony any of His Majesty's male subjects, by virtue of scents, paints, cosmetic washes, artificial teeth, false hair, Spanish wool, iron stays, bolstered hips or high heeled shoes, shall incur the penalty of the law now in force against witchcraft and like misdemeanors; and the marriage under such circumstances shall be null and void."

* * *

The Red Cross "News Bulletin" reports that Canadian Red Cross Corps girls are less than seven miles from the front line in France. Corps girls go as welfare workers, attached to the Royal Canadian Army Medical Corps: wear the same khaki battle dress as the Nursing Sisters; hold honourary commissions — usually second lieutenants.

Their duties when the hospital reaches its destination behind the front line, are to look after some of the recreational facilities of the wounded men, distribute battle bags (which have usually been lost in action) set up libraries, distribute books, answer anxious queries from soldier's wife or mother. Often times when a soldier is worried about his family, the Red Cross Corps girl can secure information through the London headquarters as quickly as cable and telegraph wires can carry it, helping tremendously toward his peace of mind and eventual recovery.

* * *

Leading Air Woman Isobel "Billie" Story, who left the Tabulating Department at GM head office for the air force in 1943, writes to tell us a little of her new life. She has been stationed in Vancouver since last March and we quote: "Believe me this is swell country and I certainly like Vancouver very much, and my work is very interesting. I am with Flying Control at Western Air Command and we have about the most interesting as well as the most important job in the Air Force. It is our job to control all traffic on the airways and routes in British Columbia. It is up to us and smaller stations to see that our planes get from their departure point to their destination safely. Sometimes one of the planes gets lost and then we are in for a lot of work. I joined up with Helen Kirby, of the Accounting Department, and we are still together—14 months now. We get a 48 hour leave every six days and are able to see a lot of the country around here. Regards to Tabulators."

* * *

Apropos of the H.M.C.S. "Oshawa" launching and christening the 2,500th Wildcat plane (picture on this page) here are a few superstitions that have persisted through the ages, and make a ship's launching the dramatic event it is: "The lore of launchings is ancient and varied. The sponsor must be a woman, the christening must be in wine, it must not take place on a Friday (except Good Friday, which is good luck.) Of the wine, old hands say: 'She'll have her drink or she'll have blood.' (to gain favor of the fates, humans are sacrificed). The christening bottle of champagne is hung from a long ribbon leading aloft so that, if the lady swings and misses and the ship gets away from her, the bottle can be hauled up and smashed by some one on deck.

* * *

Bill Little, GM Overseas technical representative, who recently returned from England, reports that over 50% of the work usually done by men in British war plants is now being done by women.

Stork Club

LARMER—To Mr. and Mrs. A. A. Larmer July 18, at Oshawa General Hospital, a daughter (Marilyn Patricia).

DICKSON—To Mr. and Mrs. Harry Dickson, August 2, 1944, at Oshawa General Hospital, a daughter (Sandra Louise).

LINKLATER—To Mr. and Mrs. John Linklater, June 27, at Oshawa General Hospital, a daughter (Barbara Joan).

CONNOLLY—Mr and Mrs. Leo J. Connolly, August 26, at Oshawa General Hospital, a daughter (Monica Ann).

LOCKE—To Mr. and Mrs. Reg. Locke, at Oshawa General Hospital on August 25, a daughter, Carolyn Beatrice.

Rehabilitation Story In One Syllable Words

(A Book Review)

If you like you may use the ten-dollar word "civil-re-establishment" and "remunerative employment" but most of the men in the armed forces think of the post-war future in terms of one syllable—a job. They aren't worrying too much right now, perhaps, about their re-establishment but that is because they think you and I are doing at least some of the worrying for them. That's why it's the duty of every parent, every wife or husband or friend of a man or woman in the Armed Services of Canada to know at least an outline of the facts in Mr. Senior's excellent book "When the Boys Come Home". The author, who has been most intimately associated with Government rehabilitation plans, both in the present and the last war, makes it clear that a great deal more has been done in planning the future of the Canadian Forces than is generally realized. The book is an excellent sign-post, helpful to any soldier in charting his course and taking advantage of his opportunities.

You might not realize that 100,000 men have already been discharged from Canada's Armed Forces and have taken up civil life. Very few indeed, Mr. Senior points out, have failed to find a niche for themselves. Out of the entire 100,000 the number listed as "out of work" has never exceeded 300. The same code of re-establishment which has been effective up to now will be ready to function still more smoothly when the great body of troops return.

To be fully informed it is necessary to study Mr. Senior's book, but a number of the legislative and administrative measures described might be summarized as a check list.

(1) Every man with at least six month's service gets a clothing allowance, transportation home and a grant of a month's pay and allowances. A War Service gratuity has also just been announced.

(2) Welfare officers have been engaged to assist service men in re-establishment problems.

(3) A Federal Act facilitates the return of service men to their old jobs. (GM policy was outlined in last issue).

(4) Veterans receive preference in appointments to Dominion public service.

(5) "Out of work" allowance within certain time limits if required.

(6) Vocational training courses at public expense, with certain subsistence allowance.

(7) University fees paid for courses resumed by service men, depending on length of service.

(8) Disability treatments for those unable to obtain work due to ill health.

(9) Allowances to men setting up business while awaiting returns.

(10) Veteran's Land Act assists would-be farmers.

(11) Pension Act revised and amended.

(12) Capacity of Veterans' Hospitals quadrupled.

(13) Medical treatment regulations completely overhauled.

(14) Special training for major disabilities.

(15) Special training centers for nervous sufferers.

(16) Orderly demobilization plan drawn up.

(17) Unemployment Insurance adjustments favourable to ex-servicemen.

(18) Planning Boards working on economic program for transition period.

(19) All special measures applicable to women in the Armed Forces.

(20) Many benefits extended to Merchant Marine, A.R.P. workers, civilians disabled by enemy action, and so on.

As time goes on, Information Centers will no doubt be announced. In the meantime requests and claims may be presented to Pension Advocates or Welfare Officers of the Department of Pensions and National Health in the principal cities across Canada.

SUMMARY OF AWARDS

Following is a summary of awards paid under the current Employee Suggestion Plan since August 15th, 1944.

EMPLOYEE	DEPARTMENT	AWARD
L. Wannamaker	War Parts	$5.00
Lionel Barks	Material Handling	10.00
Cecil O. Shaw	W.P. Clerical and Miscellaneous	20.00
Walter R. Wellman	Material Handling	15.00
John W. E. Matthews	Radiator	5.00
F. J. Ostrowski	Aircraft	5.00
Wm. Jackson	Aircraft	10.00
Fred Young	Aircraft	10.00
Shirley L. Garrard	Wiring	5.00
Wilfred H. Sproul	Garnish Moulding	5.00
Charles T. Herring	Aircraft	5.00
Victor H. Cutting	Aircraft	20.00
Kathleen Semchuk	Aircraft	5.00
Allan Walker	Aircraft	5.00
Helen Lounds	Wiring	5.00
James O'Regan	Cost Accounting	5.00
Wm. J. Grylls	Aircraft	25.00
A. W. Simmons	C.P. Inspection	10.00
Hugh D. Logan	Sheet Metal Paint	5.00
Bruce M. Strawbridge	Sheet Metal (Class "B")	206.30
S. O. Plowright	Aircraft	5.00
Harold B. Edmondson	Material Handling	10.00
F. Cooper	Shipping	25.00
B. F. Gwilliam	Salvage	5.00
Frederick Crome	Shipping	39.50
George Johnston	Aircraft	20.00
Irvine Cowie	Paint	5.00
Lionel Barks	Material Handling	5.00
Burdett Dales	Millroom	5.00
Marguerite Grills	Aircraft	10.00
S. O. Plowright	Aircraft	25.00
Lawrence Beal	Sheet Metal Prime	5.00
Geo. Cheesman	Material Handling	5.00
Ann V. Kozak	Wiring	10.00
Harry Woods	Aircraft	10.00
Stanley Hales	Parts & Service	10.00
Victor D. Williamson	Sheet Metal Prime	5.00
W. Walker	Material Handling	5.00

The following employees in the Sheet Metal Department each received awards of $1.75 in value, as a result of a Class D suggestion submitted earlier by Sydney Barnes: F. Humphries, Wm. Holyk, K. Campbell, A. Allman, W. Flitton, H. Armstrong, W. Grose, J. McDonald, W. Frolick, J. Malachowski, F. Hall, G. Hurst, R. P. Hickey, H. Gatenby, C. Coombs, M. Wilson, D. Spiers, J. Little, W. Scott, G. Williams, T. Burden, A. Belcher, J. Martin, W. Russell.

Employees in the Sheet Metal Department who received awards of $6.75 (face value) as a result of another Class "B" suggestion submitted by Bruce Strawbridge are:

S. Barnes, F. Humphries, Wm. Holyk, K. Campbell, A. Allman, G. Topham, W. Flitton, H. Armstrong, W. Grose, J. R. McDonald, W. Frolick, J. Malachowski, F. Hall, G. Hurst, L. Bone, R. P. Hickey, H. Gatenby, C. Coombs, M. Wilson, F. Churchill, D. Spiers, J. Little, W. Scott, G. Williams, T. Burden, A. Belcher, J. Martin, F. Piper, W. Russell.

All awards not classified in the above list are of the Class "C" type, payable in War Savings Certificates. Awards and amounts represent "Maturity Values" and not "Purchase Values."

All other awards are shown by classes (Class "A", "B", "D" or "E") and the amounts represent the actual cost (Purchase Value) of Victory Bonds, War Savings Certificates and/or War Savings Stamps which were given as awards.

"Pop" Jewison Leaves A Smile

Last month, after he had suffered a severe stroke, Hector, "Pop" Jewison died in Oshawa, leaving his fellow employees with the memory of 16 years association with a man whom everyone described as "a swell guy."

In his earlier years at General Motors, "Pop" worked in the millroom and nickel plating departments, later transferring to the staff garage, where he has been employed since 1940. As the attendant of the parking lot behind the office building, "Pop" earned the reputation of being able to say "no" much more pleasantly than most men can grant a favour.

His friends in the staff garage will tell you that his smile, his ready wit, and his native kindness to everyone brightened their working hours more than anything else.

A daughter, Edna, Mrs. Don Cutter is a former employee of GM and his son Vincent works on the Army Cab line.

Ideas Pay-Off For Victory Too

"KNOWLEDGE is the power that lights the way to progress in all fields." When the history of World War II has been written in tomorrow's history books, the true historian will record that the application of productive ideas by the Allies was the principal factor in making the world as a place for decent men and women to live in. Our enemies started this war with a vast array of armour, machines and fighting men, against nothing but the determination to apply our "know how" in producing the machines of war quickly and in great quantities, to match the enemy on his own grounds. To live in a country where all are free to think for themselves is the common heritage of all Canadians.

To the "Men With Ideas" in all walks of life goes the credit for the United Nations victory on the home front—the tools to finish the job.

Margaret Scott and Lillian Towlie received awards of $42.50 each as a result of the suggestion made by Clem Crozier shown above.

R.I.L. Employees Hold Annual Picnic

NEARLY 500 people were on hand for the R.I.L. Social and Athletic Club's annual picnic at Regina Beach this summer. The day was an outstanding success according to GM folks in Regina. A splendid variety of competitive events was staged —the whole business running smoothly and without a single hitch. Cash prizes were awarded for every event and competition was really keen The officers in charge were congratulated on a very happily balanced programme, which sustained enthusiastic interest all day long without restricting the picnickers to a too rigid timetable. There was lots of ice cream and soft drinks, lots of excitement, lots of time for cool swims or to sit in the sun and lots of time to just lie in the shade and feel happy.

JOHANNE LeTOURNEAU

There was fun for the kids of all sizes, many of whom like little Johanne Le Tourneau shown here in the oval picture were dressed admirably to suit the occasion.

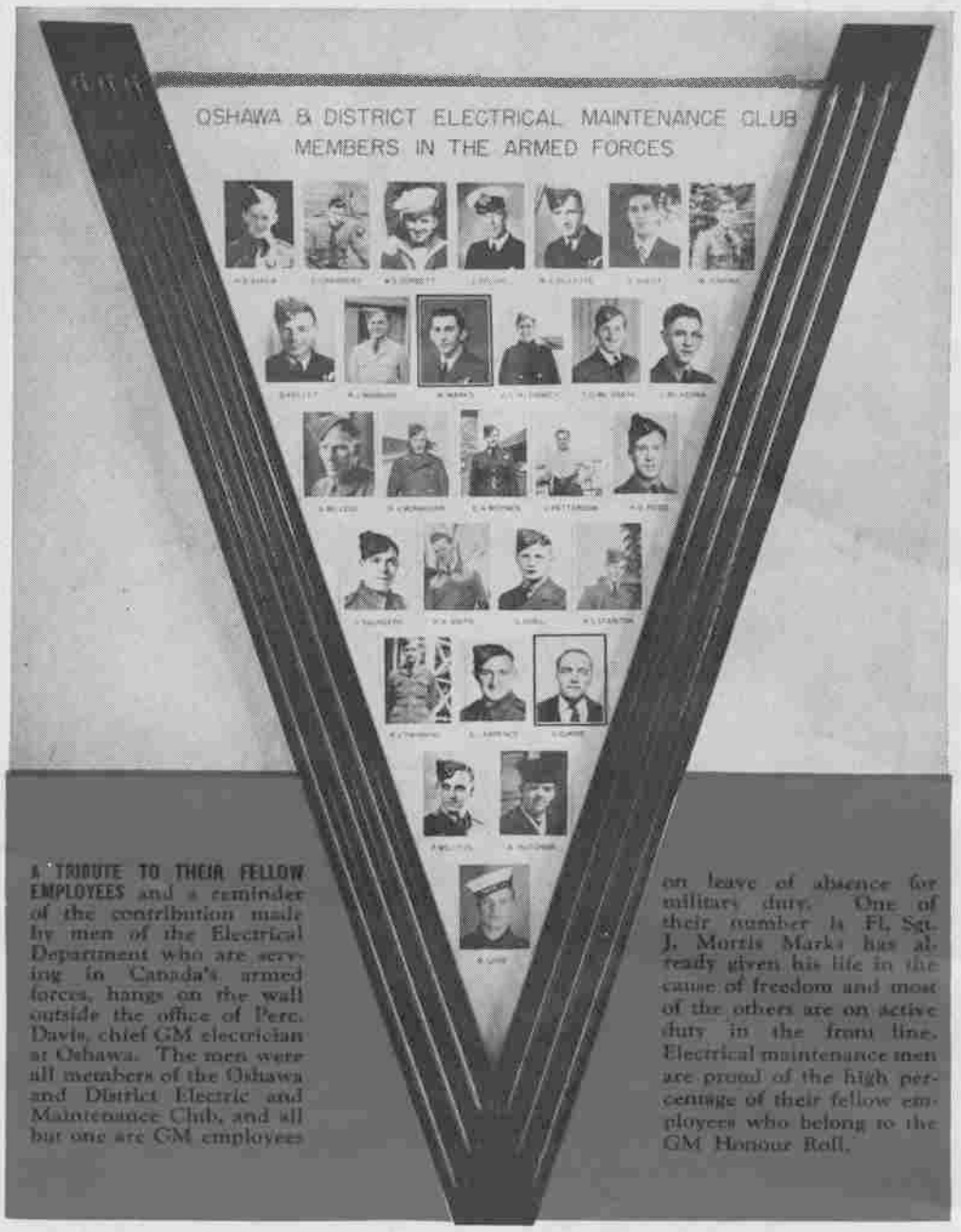
THE WINNERS IN THE LEAP FROG RACE were Janet Kanius, left, and Sonya Martin, right, here shown as they broke the tape to win their cash prize.

TIME OUT TO POWDER HER NOSE was taken by Violet Adams, before being dusted off in the barrel boxing contest by Mrs. Ronald March.

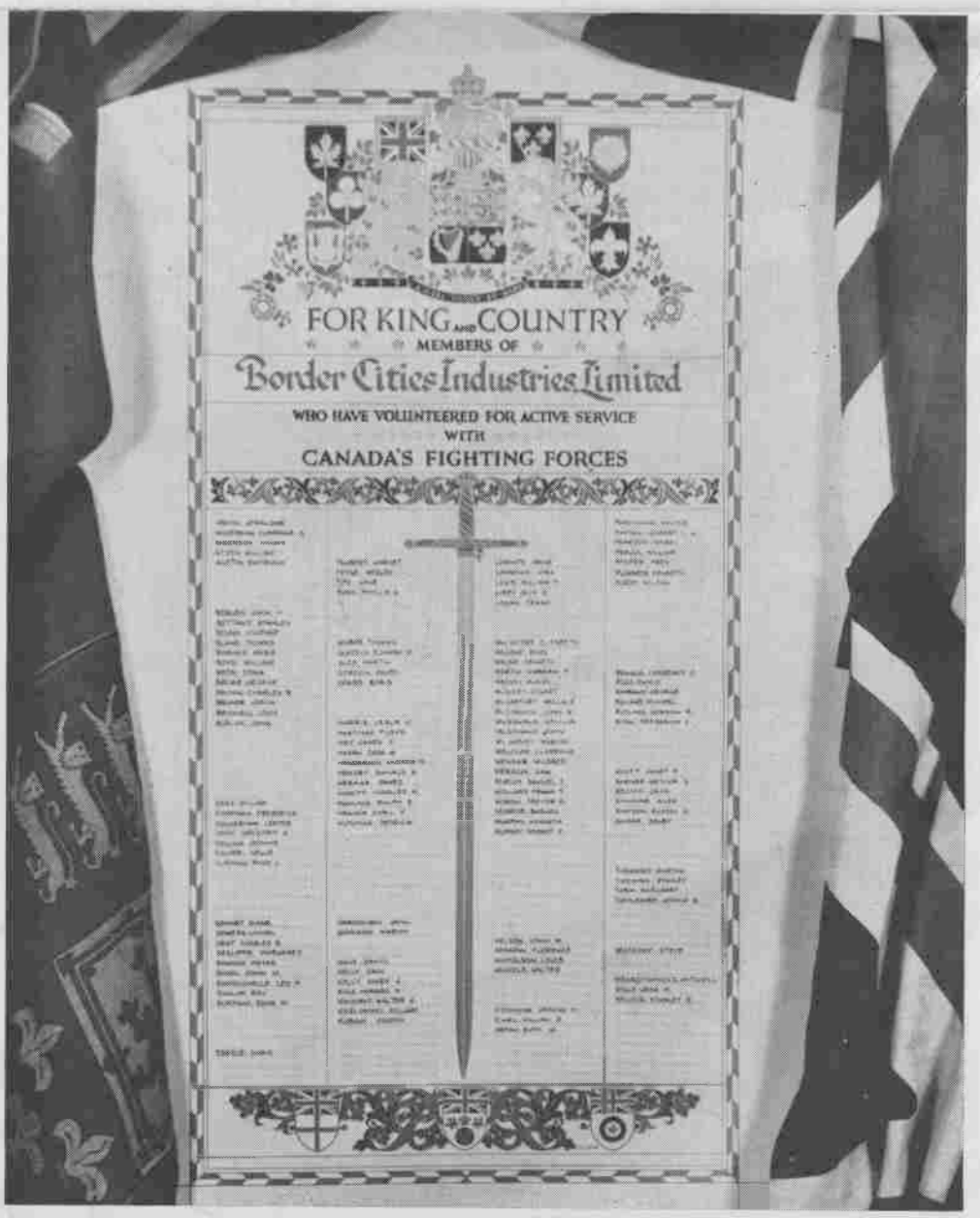
Barrel boxing seems an annual event that's never missed at a Regina picnic. Folks say the Australians first used it when boxing with kangaroos, in order to minimize the animal's unfair advantage. The trick is to spill the contents of your opponent's ash can first.

A DAY FOR THE KIDS as well as their parents was the recent Regina Industries picnic held at Regina Beach.

A ROYAL NAVY INSPECTION of the Regina Industries plant was made by Rear Admiral B. Sebastian recently, in a tour of Canadian war plants engaged in contracts for the Canadian Navy. Here the admiral is shown with R. P. Wilson, K. H. Schnell and Gordon Furey.



A TRIBUTE TO THEIR FELLOW EMPLOYEES and a reminder of the contribution made by men of the Electrical Department who are serving in Canada's armed forces, hangs on the wall outside the office of Perc. Davis, chief GM electrician at Oshawa. The men were all members of the Oshawa and District Electric and Maintenance Club, and all but one are GM employees on leave of absence for military duty. One of their number is Fl. Sgt. J. Morris Marks has already given his life in the cause of freedom and most of the others are on active duty in the front line. Electrical maintenance men are proud of the high percentage of their fellow employees who belong to the GM Honour Roll.



THIS ATTRACTIVE HONOUR ROLL now on display in the main lobby at the Border Cities Industries plant is a tribute to all these employees for the services they are rendering. The 122 employees now serving with the armed forces are evidence of the growth of B.C.I. since its inception in 1941. B.C.I. is mighty proud of these employees, both men and women, and wishes them Godspeed in the job to be done.